

2006 CHANGES TO THE ARTERIAL FUNCTIONAL CLASSIFICATION 2004

**A Component of the Transportation Element of
the King County Comprehensive Plan**

PROPOSED CHANGES FOR PUBLIC REVIEW

December, 2005

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King County

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Or on the World Wide Web at <http://www.metrokc.gov/kcdot/ROADS/planning/tnr/2006>

What is arterial functional classification?

Arterial functional classification is the division of a road system into a number of categories or groups according to the “function” each road serves or is intended to serve. The main functions for any road are 1) to provide mobility, or the movement of traffic and, 2) to provide access to adjacent land uses. The degree to which the road serves movement of traffic or access to adjacent land uses is the basis for its functional classification.

Arterial functional classification is used in transportation planning, in roadway design and for the allocation of road improvement funds. In unincorporated King County, there are three types of arterial roadways:

- **Principal Arterial**—Provides for movement across and between large subareas of an urban region and serves predominantly "through traffic" with minimum direct service to abutting land uses. This category includes freeways and major highways under the jurisdiction of the Washington State Department of Transportation.
- **Minor Arterial**—Provides for movement within the larger subareas bound by principal arterials. A minor arterial may also serve "through traffic" but provides more direct access to abutting land uses than does a principal arterial.
- **Collector Arterial**—Provides for movement within smaller areas which are often definable neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very little "through traffic" and serve a high proportion of local traffic requiring direct access to abutting properties. Collector arterials provide the link between local neighborhood streets (i.e. non-arterials) and larger arterials.
- **Local Roads**—The majority of King County’s roads are local roads and not designated as arterials. These roads provide access to land uses and connections to the arterial system.

The arterial map is a component of the King County Comprehensive Plan (Technical Appendix C – Transportation), and is reviewed periodically for arterial system changes. Changes to the arterial classification are handled through the Comprehensive Plan review and adoption process. The Comprehensive Plan is normally reviewed annually, with a major update scheduled each four years. Citizens can request changes to the Comprehensive Plan, including arterial classification changes through the formal [“Comprehensive Plan Amendment Docketing process”](http://www.metrokc.gov/ddes/compplan/docket/). See the description of the Docketing process at this internet location: <http://www.metrokc.gov/ddes/compplan/docket/>

Arterial changes were last made with the adoption of the 2004 King County Comprehensive Plan, Ordinance 15028, on Sept. 27, 2004.

CHANGES FOR 2006

The latest adopted version of King County's Arterial Functional Classification map can be found on the internet at the following location:

<http://www.metrokc.gov/extranet/kcdot/roads/planning/arterial/ExistingArterialSystem.pdf>

The following changes are proposed from the existing classification for 2006.

Elliot Bridge / 154th Place SE – the new approach and new Elliot Bridge over the Cedar River will be designated a Minor Arterial. The former roadway will revert to a local access road.

Federal Way Area request

S 312 St (28 Ave S to 51 Ave S)
From unclassified to Minor Arterial

32 Ave S (S 320 St to S 312 St)
From Unclassified to Collector Arterial

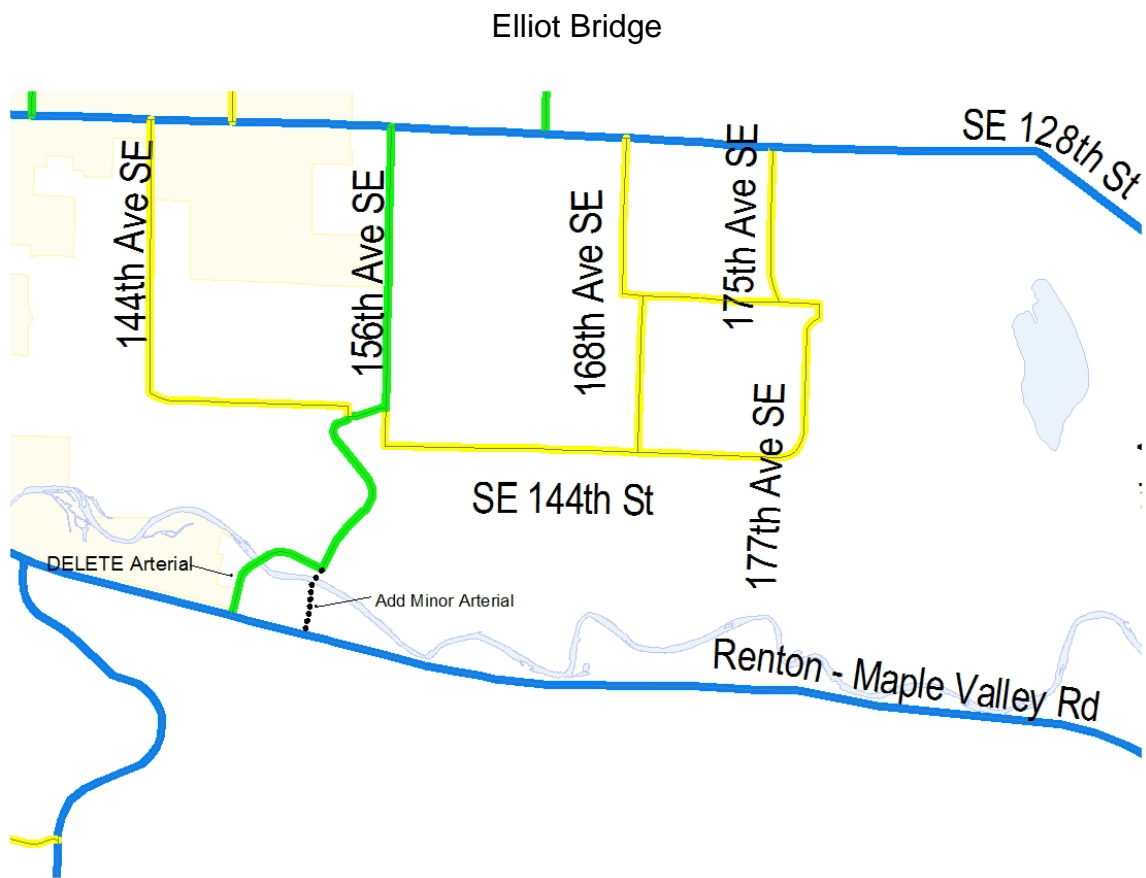
Kirkland area request

NE 132nd Street --- from 100th Ave NE to 132nd Ave NE from a Minor Arterial to a Principal Arterial.

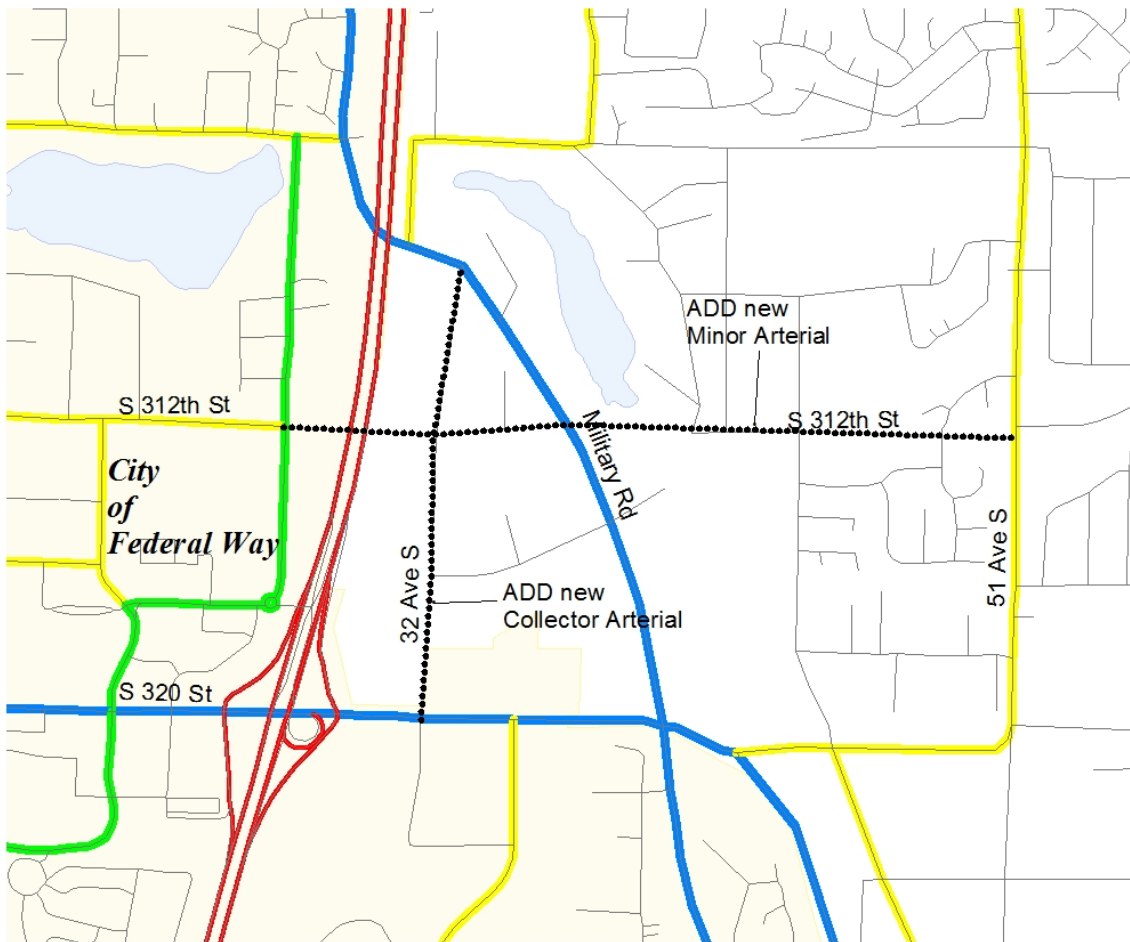
132nd Ave NE --- from NE 132nd Street to NE 124th Street from a Collector to a Minor Arterial.

Lea Hill area arterial technical correction

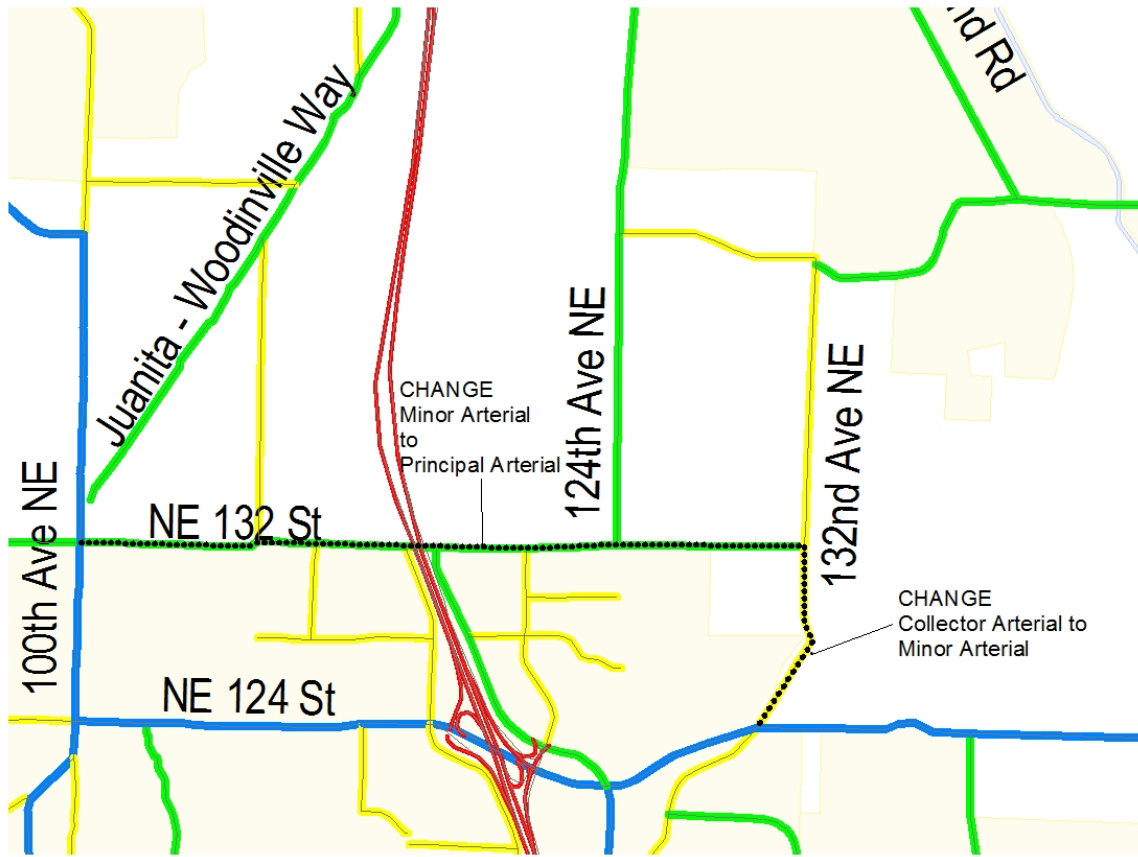
Portions of the local road system were found to be incorrectly classified as arterials. Roads leading south and southeast from the corner of 132nd Ave SE and SE 312 are dead-end and should be local access. They were classified as Principal and Minor arterials. Total length of the Lea Hill area changes are .68 mile.



Federal Way area



Kirkland area



Lea Hill area

